
311 SPEED LIMIT SIGNING

Speed Limit (R2-1) sign sizes shall at a minimum conform to the dimensions in the table of regulatory sign sizes in the MUTCD for this sign type. However, signs installed at the beginning of each reduced speed zone shall be at least 36" by 48" for conventional roadways and 48" by 60" for divided roadways and freeways.

Speed Limit signs shall be located at the points of change from one speed limit to another and near the entrances to the State on numbered routes. See TGP 333 for signing at state boundaries. Additional signs may be installed beyond traffic interchanges, beyond significant junctions with other State highways, and at other locations where it may be appropriate to advise motorists of the prevailing speed limit.

Engineering judgment should be exercised when selecting locations in the field for speed limit signing. When topographical or geometric constraints are encountered at the recommended location, the sign should be located as close as practical to the recommended location. Sign location tolerances at speed zone breaks should not exceed 500 feet in rural areas and 250 feet in urban areas. Where a speed limit sign that marks the beginning of a speed zone cannot be installed within the tolerance, the Regional Traffic Engineer (for non-freeways) or the Interstate Sign Crew Supervisor (for freeways) notifies the State Traffic Engineer so that the speed regulation can be amended to more-closely reflect the actual location of the speed signs. See TGP 223 for details on the process for modifying speed regulations.

In rural areas where the posted speed limit is less than 55 mph, the recommended maximum spacing for speed limit signs in miles should be $V/6$, where V is the posted speed limit in miles per hour. In rural areas where the posted speed limit is 55 mph or greater, the recommended maximum spacing for speed limit signs should be $V/5$.

In urban areas, since traffic conditions vary widely, engineering judgment should be used to determine the maximum spacing of speed limit signing.

The Speed Reduced Ahead (W3-5aAZ) sign shall be installed in advance of each reduced speed zone requiring a reduction in speed of 15 mph or more on non-freeways and in advance of all speed reductions on freeways. The Speed Reduced Ahead sign, if used, should be installed 500 feet to 1000 feet in advance of each speed zone. Shorter distances may be used in or near urban areas where lower speeds prevail. In some instances, based on engineering judgment, it may be appropriate to install a Speed Reduced Ahead sign in advance of a speed zone requiring a 5 or 10 mph reduction, such as on the approach to a community from a rural area.

The size of the Speed Reduced Ahead sign shall be at least 36” by 36” for conventional roadways and 48” by 48” for divided roadways and freeways. On divided roadways and freeways, the Speed Reduced Ahead signs (if used) and initial set of speed limit signs at the beginning of a reduced speed zone should be placed on both the left and right sides of the roadway.